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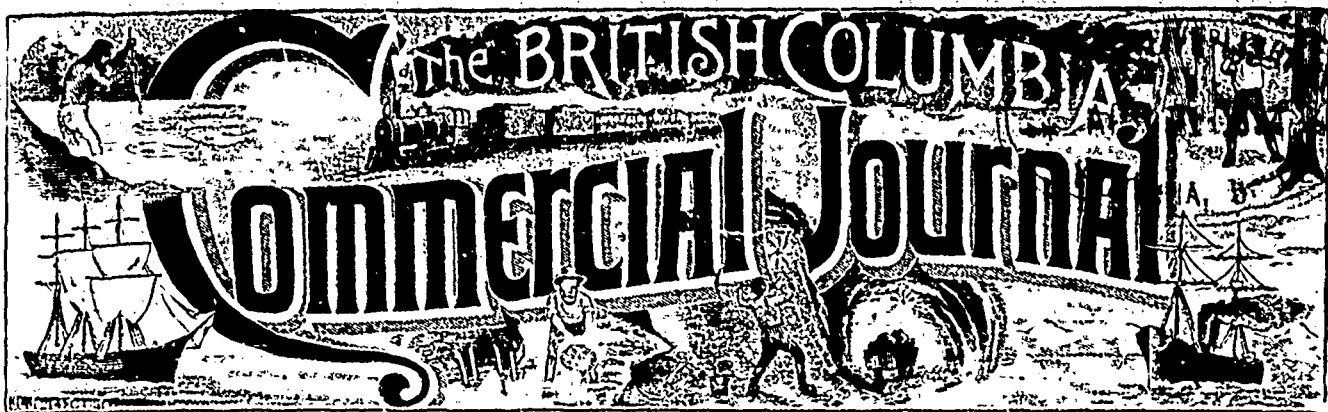
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VOL. IV.

VICTORIA, B. C., TUESDAY APRIL 10, 1894

No. 5

WEILER BROS. STONWARE.

A carload just received at low rate of freight, comprising

Butter Crocks, from 1 to 8 gallons
Liquor Jugs, (imperial measure) 1 to 4 gallons.

Bean Pots, 1 qt, 2 qt and 1 gallon.
Preserve Jars, 2 qt, 1 gal. and 2 gal.
Cupsidores.
Spittoons.

Also some nice

Flower Pots with Saucers, 5, 6, 7 and 8 inch.

Everybody interested in above should send list of requirements and write for prices. We will save you money.

SHOW ROOMS: 51 TO 55 FORT STREET.

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Rice, Rice Meal,

Rice Flour, Chit Rice, Etc.

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Delta Brand Family Flour,

Superfine Flour, Bran & Shorts

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Barley, Split Peas, Etc.*

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*Hay, Grain, Mill Feed,
Grass Seeds, Etc., Etc.*

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Strong Bakers,
Imperial Bakers,
Extra and

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Low Grade,
BRAN, SHORTS.

—AND ALL KINDS OF—

CHOPPED FEED AND GRAIN.

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Skeena Packing Co., Skeena River, "Diamond C" Brand.
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Judson Powder manufactured and kept on hand.

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Indents executed for every description of British and Foreign Merchandise, Lumber
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GENERAL AGENTS:

Royal Insurance Company,
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Curtis & Harvey's Sporting and Blasting Powder,
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J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.
Importers of Havana Cigars, Oilmen's Stores,
Tin Plates, Portland Cement, Etc.
British Columbia Salmon—Ewen & Co., "Lion"
"Bonnie Dundee"; Bon Accord Fishery Co's
"Consuls"; Caudalan Pacific Packing Co.
"Flagship" brand.

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of March, 1891:

ARTICLES.	VALUE.	DUTY.
Ale, beer and porter	\$ 495	\$ 126 21
Animals	6,117	1,870 80
Books, pamphlets, etc	747	163 63
Brass and manufactures of	379	105 90
Breadstuffs-grain of all kinds	2,750	1,095 21
Flour	1,624	502 75
Meal, corn and oat	125	17 60
Rice	2,618	1,881 88
Other breadstuffs	1,868	391 55
Bicycles, Tricycles, Velocipedes and parts of.		
Cars, railway and tram		
Coal, bituminous	1,353	80 68
Copper and manufactures of	129	33 10
Cottons, bleached or unbleached: not dyed, colored, etc	1,651	404 81
" bleached, dyed, etc	7,749	2,351 30
" clothing	2,409	8 3 31
" thread not on spools, yarn, warp, etc	3	51
" thread on spools	237	59 25
" all other manufactures	3,233	989 2
Drugs and medicines	7,624	3,059 55
Earthen, stone & Chinaware	663	250 95
Fancy goods & embroideries: Bracelets, braids, fringes, etc	1,640	311 65
Laces, collars, nettings, etc	1,616	182 25
All other fancy goods	98	35 90
Fish and products of	931	225 78
Fruits and nuts dried	1,173	328 02
Green, oranges and lemons	2,138	321 50
All other	497	128 34
Furs, manufactures of	7	1 75
Glass, manufactures of: Bottles, jars, etc	312	100 10
" Window glass		
" Plate glass		
" All other manufactures	268	74 30
Gunpowder & explosive substances	132	40 70
Gutta percha, manuf's of	1,938	263 85
Hats, caps, and bonnets, beaver, silk or felt	890	267 00
All other	2,161	650 85
Iron and steel and manuf's of: Band, hoop, sheet, plate	725	91 93
Bar iron & railway bars	4,818	1,452 04
Cutlery, hardware, etc	1,886	570 34
Machines, machinery, etc	2,210	678 50
Pig iron, kentledge, etc	126	112 00
Stoves and castings	161	48 70
Tubing	223	47 61
All other manufactures	6,615	1,415 15
Jewelry & watches & manuf's of gold and silver	458	90 05
Lead and manufactures of	1,528	271 85
Leather, all kinds	234	41 09
Boots and shoes	1,200	300 00
All other manuf's	66	16 50
Marble & stone & manuf's of	493	158 85
Metals and manufactures of	161	107 05
Musical instruments	430	121 75
Oil, mineral and products of	2,773	875 12
Flaxseed or linseed	143	35 76
All other	763	178 23
Paints and colors	66	17 90
Paper, envelopes, etc	3,292	1,067 16
Pickles, sauces, capers	946	110 82
Provisions, lard, meats, fresh and salt	3,556	932 13
Butter, cheese	6,806	1,332 51
Seeds and roots	555	57 40
Silk, manufactures of	1,338	1,480 60
Soap, all kinds	1,131	317 03
Spices, ground & unground	36	8 55
Spirits, all kinds	21,170	33,124 45
Wines, sparkling	122	232 21
other than sparkling	2,092	1,915 88
Molasses	17	7 10
Tobacco and cigars	2,028	1,860 84
Vegetables	2,298	874 13
Wood, manufactures of: Wollen Carpets, brussels and tapestry	1,116	301 05
Nothing	2,150	537 50
	2,718	803 10

ARTICLES.	VALUE.	DUTY.
Cas, workeds, etc	209	69 20
Dress goods	5,977	1,633 66
Knitted goods	296	81 30
Shawls	783	137 75
Yarns	117	40 20
All other manuf's	1,116	452 30
All other dutiable goods	59,815	13,198 54
Total dutiable goods	\$206,768	\$85,226 38
Free goods	139,563	
Coin and bullion	57	
Grand total	\$346,388	\$85,226 38

The following are the free goods entered at the port of Victoria for the month of March, 1891:

FREE GOODS.	VALUE.
Animals for improvement of stock	\$ 13 00
Articles for use of Army and Navy	39,515 10
Coffee	235 00
Cotton waste	
Dyes, chemicals, etc	1,069 00
Fish and products of	
Fisheries, articles for, nets, seines, etc	4,038 00
Fruits, bananas, olives, pineapples, etc	280 00
Fur, skins not dressed	9 00
Grease for soap making, etc	6 00
Hides and skins	1 00
India rubber and gutta percha, crude	7 90
Metals—Brass and copper	
Iron and steel, all other	
Tin and zinc	\$5,169 00
Other	42 00
Oils, vegetable	253 00
Salt	2,526 00
Settlers' effects	1,483 60
Sugar	59 01
Tea	2,444 00
Tobacco leaf	181 00
Wood, cabinetmakers, etc	713 00
All other free goods	1,544 00
Total	\$139,563 00
Coin and bullion	57 00
Total free goods	\$139,620 00

EXPORTS

From the port of Victoria, for the month of March, 1891—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
THE FISHERIES.		
Fish of all descriptions	636	
ANIMALS AND THEIR PRODUCE.		
Horned cattle	1	5
Cheese	76	8
Other articles		1,226
AGRICULTURAL PRODUCTS.		
Other articles		3
MANUFACTURES.		
Other articles		1,089
Grand total		\$ 5,967

Goods, not the product of Canada, for the month of March, 1891:

QUANTITY.	VALUE.
Animals and their produce—	
Horses	2 45
Other animals	5
Manufactures—	
Iron—pig and scrap, castings, hardware, etc	218 3
Boots and shoes	3
Manuf's of leather	5
Sewing machines	2 55
Wood m's of all kinds	121
Other articles	3,007
Grand total	\$ 3,492
Total exports of all kinds	\$ 9,459

obligations at the beginning of the present month were met much more promptly. A steady wholesale trade has been carried on during the past week, and no special features are to be noted.

FLOUR AND FEED.

Wheat for chicken feed is quoted at \$25 per ton, and seed wheat \$30. California oolcake meal is quoted by jobbers at \$50. Flour quotations are unchanged. The Brackman & Kerr Milling Co., Ltd., report a good demand, for their special chop feed which they quote at \$20 per ton.

The Oglvie Milling Co. quote their celebrated brands of Manitoba flours in car lots, on wharf in Victoria, as follows:

Oglvie's Hungarian	\$1 20
" Strong Bakers	4 00
The Columbia Flouring Mills quote Enderby flour in carload lots on wharf in Victoria:	
Premier	\$7 00
XXX	3 75
Strong Bakers or XX	3 30
Superfine	3 05

The Victoria Roller Mills quote Victoria flour in 10-bbl. lots at the mills as follows:

Delta	\$1 00
Victoria XXX	4 00

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 4 25 @ 0 00
Lion	4 25 @ 0 00
XXX	4 25 @ 0 00
Premier, Enderby mills	4 25 @ 0 00
XXX	4 10 @ 0 00
XX	3 65 @ 0 00
Superfine	3 40 @ 0 00
Oglvie's Hungarian	4 60 @ 0 00
Strong Bakers	4 45 @ 0 00
H. B. C. Fort Garry Hungarian	4 30 @ 0 00
" Strong Bakers	4 45 @ 0 00
Oak Lake Patent Hungarian	4 60 @ 0 00
" Strong Bakers	4 45 @ 0 00
Regina Hungarian	4 60 @ 0 00
" Strong Bakers	4 45 @ 0 00
Benton County, Oregon	3 85 @ 0 00
Portland Roller	3 85 @ 0 00
Snowflake	3 75 @ 0 00
Wheat, per ton	25 00 @ 30 00
Oats	30 00 @ 32 50
Oil cake meal	35 00 @ 50 00
Chop feed	25 00 @ 30 00
Shorts	22 00 @ 28 00
Bran	20 00 @ 25 00
National Mills oatmeal	3 50 @ 0 00
" rolled oats	3 00 @ 0 00
" split peas	3 50 @ 0 00
" pearl barley	4 50 @ 0 00
" Chop feed	23 00 @ 25 00
" Special chop feed	20 00 @ 20 00

California oatmeal	3 75 @ 0 00
California rolled oats	3 75 @ 0 00
Corn, whole	per ton 37 50 @ 40 00
Corameal	2 75 @ 3 00
Cornmeal-feed	per ton 40 00 @ 00 00
Cracked corn	40 00 @ 00 00
Hay, per ton	18 00 @ 20 00
Straw, per bale	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:	
Japan rice, per ton	\$ 75 00 @ 80 00
Best China rice	80 00 @ 100 00
Chinarice No. 1	68 00 @ 70 00
Rice flour	70 00
Broken rice	30 00
Rice Meal	17 50

FRUITS AND VEGETABLES.

Alice & Ault expect their third carload of Rose brand oranges early this week from Redland, California. There is as yet no change in local jobbers' prices for California oranges, but, in view of the strong situation in that State, an advance is probable any time. Apples are very scarce, in fact it is almost impossible to procure

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, April 10.

VICTORIA.

The disagreeable weather of the past week has had a depressing effect, and trade cannot be said to show much activity beyond the usual channels, through which a steady volume is reported. Warm

and mild weather is desired by many, who expect business to improve after the weather gets settled. Merchants generally are very conservative in their buying, and are wanting to see a steady improvement in business before they will stock up. The Vancouver News-Advertiser says: "Business has continued fairly steady during the past week, and in some lines more activity is reported. Collections may be said to show an improvement, and

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for British Columbia.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports March 31, as follows: "During the week there have been the following arrivals: From the Coast mines, 11,320 tons; from foreign ports, 1,292 tons. There is nothing of special interest in this line during the week. It was developed this week how hungry our importers are for orders, when one of our large consumers asked for bids on a few thousand tons to be delivered about six months hence. The avidity was best displayed by the figures named, which were cut very fine, at best not leaving a cent of profit. The importers are patterning after the jobbers, who are so solicitous to under bid their competitors, that they are prepared to pay a small premium to secure a contract. To outsiders these methods appear youthful, to insiders they are costly. The last cabled freight rates from Australia show an improvement of fully 3d per ton; judging from the amount already listed as en route and to load fully 120,000 tons, and 20,000 tons engaged but not yet listed, it would appear that our demands are already well taken care of for this grade of coal. We are all feeling in the dark and guessing how grain freights will rule for the coming harvest, as upon those are established the future values of coal locally."

HINTS FOR CREDIT GIVERS.

Is he married or single?
Does he gamble or speculate?
Satisfy yourself in regard to the habits of his private life.

Is he extravagant or disposed to live up to or beyond his means?

Is he prompt in settlement, and how does he stand in his own trade?

Record and standing as a man and merchant should also be considered and thoroughly investigated.

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Has he ever failed? And, if he has, under what circumstances and what was the character of the settlement, if any?

If you can give a hint or clue to your commercial agency, don't fail to do it. It often opens up new developments, which the creditor may be seeking to hide.

The amount of credit given should be governed primarily by the amount of capital invested in the business for which the credit is sought and by the outside resources of the person or persons conducting the same, providing of course, that such outside resources are in the name or names of the party or parties in interest.

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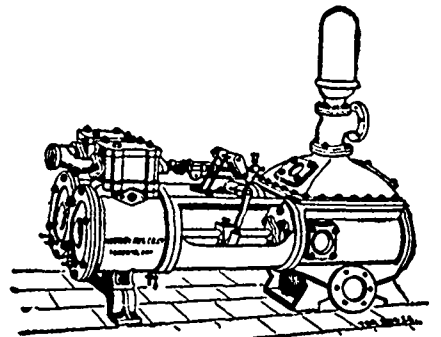
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A FORTUNE IN AMBERGRIS.

Apropos the whales disporting outside Sydney Heads recently. Two years ago, one of Macgregor's (Tasmania) whaling captains, having cut the blubber from a whale, were about to cast the rest adrift, when there came along side two Hobart fishermen—"Portugee Joe" and his mate, an African negro. The Portuguese begged to be given the carcass, so that they might tow it ashore, and make what they could of it. "All right," said the skipper, with the generosity of a satisfied exploiter, who knew the blubber business to its omega. Joe, having got leviathan's framework on to the beach, began to search for ambergris, which drug was quoted at that time in the current price lists at somewhere about \$95 per ounce. He found 174 pounds. Many people interviewed him and wanted to give him from \$25,000 to \$45,000 for the lot; but the man understood the luck of his find, and got a friendly and disinterested Hobart resident to place him in direct communication with the best London brokers. Meanwhile the ambergris was lodged in a bank which was presently served with an injunction, on behalf of the Macgregor firm, to restrain the sale of the precious prize pending a discussion re ownership. But these legal fireworks fizzled out, and the ambergris is still being realized in London, the two fishermen having already received several thousands of pounds apiece. By the way, a Dunedin, New Zealand, chemist once gave a few hundreds for a lump of ambergris, which he afterwards sold for \$45,000. The chemist knew "too much, though not quite enough." At the then market rates, he should have got \$300,000, instead of \$45,000. Ambergris is a substance that has baffled scientific definition. It is found floating on the sea, and in the intestinal canal of the cachalot, or spermaceti-yielding whale. It appears to have its origin in some of the whale's meat diet, and has been regarded by some as being in the nature of biliary calculi.—*Sydney Bulletin.*

A RAILROAD ENTERPRISE.

Articles have been filed at Seattle to incorporate the Blaine and Eastern Railroad. The capital stock of the company is \$100,000 in \$100 shares. The company's headquarters are to be at Seattle with a branch office at Blaine. The road is to be twenty-four or twenty-six miles long, and will run from deep water at Blaine to Lynden, and from there to a point on the Lake Shore road yet to be determined, where connection can best be made with that road and by it with the Northern Pacific and Canadian Pacific, while connection will be made with the Great Northern at Blaine. Arrangements are also being made for the establishment of a daily steamer line to Victoria, which will reduce the time between the two points to three hours. This will reduce the distance from Victoria east over forty miles by way of Blaine, as compared with the Vancouver route. The necessary financial arrangements have been completed, and all the subsidy required has been or is being granted. The road is backed by parties in Minneapolis, Chicago and other

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eastern cities, who also propose to establish several industries at Blaine, one of them contemplating the establishment of an electric light plant. The road as proposed traverses a large body of cedar timber in the Nooksack Valley, as well as rich tracts of agricultural land, and coal and iron deposits are also expected to furnish traffic in the future.

The saw mills at Armstrong, Okanagan Landing, and Kelowna are commencing work for the season.

The estate of T. J. Trapp & Co. shows the amount of assets over liabilities to be \$63,440.52, and this by placing the real estate at a little more than half its value.

A Friend at Your

Elbow.—THE DRY GOODS REVIEW

The "Dry Goods Review" is the only journal in Canada published in the interests of the Dry Goods trade. It is full of hints on Buying and Selling, Window Dressing, Store Management, etc., etc.

It contains valuable suggestions on how goods, what's coming and what's going; enables you to avoid old stock, to attract trade and to hold it.

It deals with matters of greatest importance to you and your business.

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VICTORIA, TUESDAY, APRIL 19, 1894.

WHO IS TO BLAME?

Why, the Canadian Pacific authorities and the medical quarantine officer at Williams Head. This will be at once apparent when the circumstances in connection with the recent advent of smallpox at Vancouver are taken into consideration. The Vancouver Council say that the Victoria Health officers are to blame, the Victoria Health Board say that the Canadian Pacific people are entirely to blame, while the Canadian Pacific authorities claim that they took every precaution required by law to prevent the disease being imported into the Province, and demand that the city pay for the keep of the seventy-six suspects detained in their bonded warehouse. The city have refused the demand, and have written to the Canadian Pacific superintendent that they do not wish to detain the Chinamen, and, as they are bonded for Portland, Or., they are desirous of seeing them proceed on their journey at once. No doubt the Vancouver authorities desire to see the Chinese proteges of the Canadian Pacific Railway proceed on their journey at once. The C.P.R. authorities brought the Chinamen to Vancouver together with the vile and loathsome disease which broke out among them. Moreover, it is certain that there had been smallpox among their Chinese passengers before they had well started out on their fourteen or fifteen days' voyage, for two, if not more, smallpox stricken people were taken from the vessel either at Yokohama or some other port of call on the Eastern side, yet the Japan Mail which announced the fact did not state that the C.P.R. Oriental steamer was detained to be overhauled and disinfected. The plague might just as well have broken out in the cabin as in the steerage, and then what would the wealthy patrons of this would be fashionable and popular line of travel have had to say as to the sanitary arrangements of what would then have been spoken of as ocean palace pest houses?

We have upon more than one occasion taken the opportunity to speak of the manner in which the Canadian Pacific people have been accustomed to over ride the law of the country sanitary and otherwise as in the recent instance of Provincial taxation, taking advantage of a legal technicality; and, in the case now referred to, as suppose, by bulldozing, Touse an Irishism, their sublime impudence coupled with an utter ignorance of the equities as well as of the law "beats Bannagher," and he—whoever he was—as our Irish

friends tell us, "beat the devil." "The Vancouver Council say," it is said, "that the Victoria Health officers are to blame." What have they to do with this matter? They have no officer whose duty it is and who is duly empowered to examine passengers arriving by the Oriental or other ocean going steamers. But there is a quarantine medical officer at Williams Head, who has little or nothing else to do, and is, moreover, adequately paid to stand as a professional sentinel at the Pacific entrance to the Canadian portion of the North American continent. The smallpox patient and the suspects by whom he was surrounded did not come in in a surreptitious manner. They entered in the regular way.

And, now, to proceed still further, let us ask if the captain of the smallpox freighted Empress informed the medical quarantine officer that two cases of the disease had been taken off his vessel at the beginning of his voyage, and, if so, did he give assurances or produce certificates that his ship had been properly disinfected before she resumed her journey? If not, why, knowing his responsibilities as the master of a passenger vessel, did he, if not guilty of making an absolutely false statement, tell a half truth which is infinitely worse than a lie? In such event, is there neither law nor justice at whose tribunal he can be held amenable? If not, we summon him and his masters to the bar of public opinion, to the court of the people, whose pronouncements have been aptly described as the voice of God. Fortunately for him, there have not as yet been reported any deaths which are traceable to the latest importation of smallpox upon the steamship to which we refer, but there might have been and may yet be before her return voyage is completed. As for the passengers whom she landed, their dispersion will relieve the steamship people of any legal risks, no matter what may have been their moral hazards. This last, however, is a consideration that has no weight with a soulless institution, which, as such, has nothing at stake in the here after, nor body to be kicked in time present. If they are not to be got at legally, they have a serious responsibility for which they are sure to be called to account. They have been, on repeated occasions, the direct common carriers of contagion. Did they take precautions to prevent the spread of the evil?

Then, as to the Quarantine Medical officer. The present is not by any means his first offending. Not only has smallpox passed directly through his hands to Vancouver, Victoria, Eastern Canada and goodness knows where else, but ships as well as their passengers, although disease has been detected on board, have, with their cargoes, undergone the process of disinfection prescribed with what some people have described as lightning celerity. Why has this been the case? The vessels have gone in and out almost unrestricted, having on board more than the mere germs of disease as we all of us have experienced to our sorrow and to our financial loss. It is to the smallpox epidemic that the trade of the two leading cities of the Province owe much of its unsettlement and its depression. There appears to be no possibility of obtaining redress, and,

as if to add insult to injury, the C.P.R. demand that the city of Vancouver pay them for the keep of seventy-six "suspects" detained in their bonded warehouse, who were knowingly brought out by them under conditions that warranted the authorities in detaining them. These suspects were not citizens of Vancouver nor of Canada, the only allegiance they can possibly owe being to the Canadian Pacific Railway, whose citizens they became when they went aboard their ships, and of whose custody the Vancouver authorities have not relieved them. They are bonded for Portland, Oregon, and, though detained for sanitary reasons, are yet on their passage. There may, we think, be an interesting legal issue drawn here, which the sooner it is settled the better, and then will it be understood what are the rights and the wrongs of the policy of the C.P.R. Certain it is that they will not be allowed to land at Portland without due quarantine, if they be not kept out under the Chinese exclusion law, it being almost certain that so far as Portland is concerned, their voyage will never be completed, and that the Company will be compelled to ship them back to the land from which they came. There is no use in mincing matters with the C.P.R., the sooner they are brought to book the better, and the sooner quarantine law is more rigidly administered from Williams Head, the sooner will the public be relieved of their apprehensions of the pestilence that walketh in darkness.

We may add that we are not of those who are possessed of the opinion that it is in the public interest to attempt to hide the fact of there being or having been an outbreak of smallpox or any other epidemic. We regard it as a most foolish policy. It is sure to leak out in some way or other, and the moment it does, its extent and consequences are certain to be most grossly exaggerated. The safest policy is to manfully admit the position, and show that we are doing our utmost to stamp it out. One of the reasons why smallpox made such headway when it was here was that we were afraid to deal with it openly. It was covertly combatted, the result being that the work was only half done. We, in a word, completely lost our heads regarding it, and had not cooler and wiser counsels prevailed, it is difficult to imagine what might have been the outcome. At present, we are in no danger, but eternal vigilance must be the price of our safety. Let us never forget this. If public officials fail in their duty, let them be replaced without delay, no matter who they are, and if we cannot guard ourselves against the importation of disease by transportation companies, who refuse to be governed either by law or reason, let us close our doors against them as we would against the plague itself. We have been warned already and have had our bitter experiences, let us forearm ourselves.

GREEN, WORLOCK'S BANK.

There may and there may not be truth in some of the statements that have recently obtained currency regarding the condition of affairs at Green, Worlock & Co's bank. U. S. Consul Myers, at the recent meeting, declared that he had "inside" in-

formation that the estate would not realize 10 per cent., while he had heard a financial authority say that it would not pay to buy at 25 per cent. He made the further statement that if the present assignees would not hear what the creditors had to say the courts would. Now this appears to us to be a statement supplemented by a threat which was not at all warranted. We cannot, under the circumstances, since the assignees have not so far been able to make their official statement, in any way sympathize with Mr. Myers, who appears to have been in far too great a hurry and cannot fail to have injured the prospects of himself and his fellow creditors alike by his too previousness. In fact he has assumed the attitude of a wrecker, particularly since he has given it out in effect that if he and his friends are not satisfied they will throw the whole thing into the courts for the lawyers to quarrel over. Indeed their position reminds one of the story told of the legal promoters of an expensive litigation who had in advance urged their respective clients to fight, they themselves having agreed in the words of the story that two fat wethers were quarrelling together, and if one lawyer would undertake to shear the one, his legal brother would undertake to perform a similar office for the other.

So far we have seen nothing to warrant a further appeal to the courts, let the assignees have a chance; they have demanded further time from the creditors, who in majority, expressed their willingness to accord it. There will be time enough to call in the lawyers when every other means of a satisfactory liquidation has been exhausted. Meantime we cannot congratulate the American Consul on his astuteness in relying upon inside information, and particularly in giving it away at this stage of the game. The man who would be prepared to play into his hands by giving away confidential information would be just as likely to give him false statements as anything else and might not be indisposed to "sell" either the bank or its creditors to the one who would pay him the most money.

THE CANADIAN TARIFF.

On the whole Hon. Mr. Foster's new and amended tariff is a great improvement on the old one. Not only has it reduced burdens that were really oppressive and had been imposed in the interest of industries that are well able to stand alone and, indeed, to prosper with a much lower rate of imposts, but there has been a simplification that did make the tariff more easy to understand and therefore much more readily workable. Upon no less than six hundred and sixty-five articles have reductions been made, the object being, in the words of the minister "to cheapen the cost of production and to lessen the cost to the consumer." In the past the tariff has been juggled, the Canadian manufacturer having been the person most thought of in framing the schedules and in carrying out their details. To use the words of the late Rt. Hon. Sir John Macdonald, "of what use is it to have cheap articles if the consumer has his money to purchase them?"

At the present time it would, however,

B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of March, 1891:

IMPORTS.					
	VICTORIA	VANCOUVER	WESTM'N	NANAIMO	TOTAL
Dutiable Goods	\$206,768 00	\$ 59,761 00	\$ 39,728 00	\$ 12,115 00	\$318,372 00
Free Goods	139,620 00	12,064 00	2,160 00	718 00	154,562 00
Total Imports	\$346,388 00	\$ 71,825 00	\$ 41,888 00	\$ 12,833 00	\$472,934 00
REVENUE.					
Duty Collected	\$ 81,226 38	\$ 17,900 59	\$ 13,216 00	\$ 3,532 38	\$119,875 35
Other Revenue	6,153 32	2,721 50	79 15	116 23	9,996 22
Total Collections	\$ 91,381 70	\$ 20,622 09	\$ 13,295 15	\$ 3,678 63	\$128,977 57
EXPORTS.					
The Mine			\$ 79,542 00	\$248,588 00	\$328,130 00
The Fisheries	\$ 636 00	1,315 00	16,828 00		18,779 00
The Forest		8,178 00			8,178 00
Animals and their produce	4,289 00	1,321 00	165 00	510 00	6,315 00
Agricultural	3 00	1,554 00			1,557 00
Manufactures	4,531 00	2,249 00	205 00	516 00	7,531 00
Miscellaneous		100 00			100 00
Total Exports	\$ 9,459 00	\$ 11,717 00	\$ 96,740 00	\$249,674 00	\$378,590 00

appear that many people of the consuming class are little better off than when Sir Richard Cartwright, the Finance Minister of the Mackenzie Government declared that he and his friends were but "flies on the wheel" and could do nothing to bring about a better condition of things. Now our conditions require a different method of treatment. The administration that succeeded the one of which Sir Richard was a member did succeed, however, in doing something. Their policy infused new life and energy into enterprises that were well nigh moribund. They breathed upon the embers that were nearly dead in the furnaces of the closed factories and almost straightaway capital was inspired with hope; the wheels of the machinery began to revolve and thousands of idle people found something to do. This movement became contagious, and new and almost unthought of industries sprang up, with the result that there was a return of better times. However, we are now experiencing the reaction from protection—it was finally found to be somewhat overdone, with the result that the benefit was mainly on the one side, the consumers who, it is true, had many of them found work, being too heavily taxed for the benefit of the industrial magnates who were not content to share their special good fortune with the workers who had materially contributed towards its securing. It was found too that the people were out of their blood and sweat supporting industries for which the conditions of the country were not suitable, and therefore the demand became urgent to lop off the mouldering branches. Finally the work was entered upon, the result being that, taking the free list into account, we have now a tariff averaging 17½ per cent., while that of Sir Richard Cartwright was 14 per cent.

It would be idle to pretend that the tariff pleases everybody. Indeed we admit it might meet the conditions of this country much better than it does at present. We belong to a consuming class upon which as we have many times stated—it bears very heavily and ought to be entitled, if we are not, to some kind of special consideration; inasmuch as we are a consuming rather than a class producing articles

which the tariff is designed to safeguard. Indeed, the *Toronto Mail* considers that we have been hit hardly in one of the few manufacturing industries that we possess. It says: "On rice the change is very sweeping. We have been levying a duty of 17½ per cent. on the uncleaned article, and 1½ cents per pound on the finished product. The ad valorem of the latter rate was 50 per cent. Thus the rice mills had a protection of 41¼ per cent. Now the raw article will be taxed half a cent per pound and the finished article one cent per pound. The ad valorem rate of the raw is 35 per cent.; of the cleaned 47 per cent.—a drop of 28½ per cent. This is possibly the most important departure. It gives more revenue and less protection." Now, this is not as it should be. To have one of our few special industries singled out is not only unfair, but unjust, the more so as the consumers of the cleaned article are mainly Chinamen who, in no other way contribute to the national revenue. Moreover, we are informed that under the new conditions the industry cannot go on, and that we may expect to see the mills closed unless material modifications are introduced.

In all probability by the time this paper reaches most of its readers the Parliament of the Province of British Columbia will have been prorogued, and very soon we may expect to hear the call to arms for the provincial elections which cannot be very long delayed after the usual formalities in connection with the registration of votes under the new law and the issuance of the writs have been complied with

It is reported that Wm. Cowan will retire from the management of the Victoria Hotel, Revelstoke, and give all attention to his wholesale business.

The merchants of Chilliwack are considering the question of fire protection. At present that town is unprotected.

At the third annual meeting of the B. C. Iron Works Co., Ltd., at Vancouver, on Wednesday, a successful year's business was reported. A dividend of 10 per cent. was declared and a good sum carried forward.

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SUGARS--Powdered, Icing and Bar, in bbls.	52c per lb.
Paris Lump, in bbls. or 100 lb. bags	52c "
Granulated	43c "
Yellows according to quality "	37c to 41c "
100-lb. kegs, 1c more; Half-bbls., 1c more; boxes, 1c more.	
SYRUPS--30-gal. bbls.	2 1/2c per lb.
10-gal. kegs.	2 1/2c "
5-gal. kegs.	\$2.00 each.
1-gal. tins.	\$1.25 per case of 10.
1/2-gal. tins.	5.75 per case of 20.

Payment by Spot Cash. All prices subject to change without notice. Special terms for lots of 100 barrels and upwards.

NO CHINESE EMPLOYED.

THE CARPET TRADE.

In no manufacture has there been a greater advance in the art of artistic designing than in that of carpets. There are still goods in the market of the old type, which display colossal roses, lilies and other flowers as huge as prize cabbages, and otherwise disagreeable to refined taste from coloring that is unlike anything on earth except the conglomerations of daubs on a paint shop door where he wipes his brushes.

Such goods are, however, seldom now seen in any prominent carpet wareroom, as popular taste has been raised by more attractive designs being adopted by all leading manufacturers. Within recent years the kiddermisters have been on the up trade in this respect, and tapestry goods have become more and more like to Brussels, of which they are an imitation.

The introduction of carpet making in Canada met for a length of time with considerable difficulties. This class of goods is a very heavy one to handle—in more senses than one. Buyers are so accustomed to have a large variety to select from that a manufacturer must meet this requirement. This involves the necessity of expensive works. The manufacturer of carpets on a small scale is seriously hampered, as he is unable to furnish a choice of designs or to change his patterns as frequently as is needed by storekeepers who sell these goods. No little prejudice has been created against Canadian makers, both of these articles and others, because the industries have not prospered, as was hoped they would under the shelter of the protective Tariff. These enterprises could have done better, made more money and developed more rapidly, had the public been less fastidious and more patriotic. But they thought more of their

private love of a large variety of choice than of the need for support being given to native industries. It would be vain to reproach our people for this, and fortunately circumstances have arisen which render it needless.

Canada has at last established a carpet industry on a scale, and under such conditions as meet the above necessities. The Canadian carpet makers are turning out a line of goods which, we say advisedly, are equal, and in certain respects, superior to any of the same class made in the factories of Europe or the States. We paid especial attention to their exhibit at the last Toronto Exhibition, where the carpets of native factories were shown, that in quality, beauty of design, and purity of color, surpassed any ever seen by us of the same class. They were as elegant in appearance as a high-class Brussels, and so firmly knit or woven of such good wool as gave assurance of being economical in wear.

For their ingrained carpets one company has secured a gold medal in competing with the world. They are now extending their business on the Esplanade, Toronto, which will occupy two acres, in helping them to secure which the corporation of Toronto has shown a highly commendable, as in a business point of view, such an enlightened policy will prove to be a paying one. Cities that desire manufactures to locate in them, must show some appreciation of the benefits such enterprises confer by adopting a liberal policy towards their promoters.

Happily Canadian goods need no adventitious or artificial aids in securing public approbation, they will sell on their merits, and, as the sales increase, by prudent and skilful management the manufacture of carpets will develop so far as to

justify the makers still further extending their operations. Those houses furnishing we strongly recommend to examine and buy native goods, as we have the utmost confidence in the results being satisfactory, both on the grounds of economy and pleasure in having carpets that will both wear well and be attractive to the eye.—*Canadian Trade Review.*

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Feb. 27 and March 6, 1894, is reported expressly for THE COMMERCIAL JOURNAL by James Sangter, solicitor of patents, Buffalo, N. Y.:

Electric heater, Austin S. Hatch, Windsor, assignor of one-half to Stephen J. Martin, Detroit, Mich.

Vehicle tongue, Andrew B. McKay, London.

Clothesline, Fredrick S. McKay, Hatley. Ice velocipede, Francis E. Naden, River Desert, assignor of one-half to Joseph Comeau, Mauiwaki.

Street car fender, Walter W. Peay, Toronto, assignor to John Banes, same place.

Lamp shade, William E. Ward, Kingston.

Patents granted March 6, 1894:

Wheel for vehicles, William Bonnar, Bolton.

Range boiler, George Booth, Toronto.

Biscuit-making machine, William Christie, Toronto.

Trap for flies on animals, Robert H. Gurthrie, South Dumfries.

Bob sleigh, James Jackson, Keady.

Car coupling, Joseph A. Gendron, Farnham, assignor to M. H. St. Denis, same place.

Machine for graining, Robert J. Laidlaw, Hamilton.

Furnace, Robert H. Laird, Toronto, assignor to William Henry Laird, New York, N. Y.

Trace buckle, George V. Martin, Whitby. Telephone exchange system, Edwin Pope, Quebec.

March 13:

Land roller, Ephraim Alpaugh, Preston.

Armature for dynamo electric machines or motors, W. B. Sayers, Bearsden, Scotland.

Office file, Alexander H. Costigan, Montreal.

Street car fender, Thomas Davies, Toronto.

Churn, Alpheus Hamlin, Almonte.

Washing machine, Thomas McCrossan, Winnipeg.

March 20:

Rotary ash sifter, George P. Harrison, Windsor.

Wheel tire, Charles F. Lavender, Toronto.

Combination lock, Felix Melocher, jr., and Clovis Melocher, Montreal.

Fire telegraphy, Sydney J. Sanford, Barrie.

Messrs. Munn & Co. are removing the plant of the Bon Accord cannery to their Sea Island cannery.

The Alberni paper mill is nearing completion, and operations may begin any time within the next two or three weeks.

THE JAMES ROBERTSON COMPANY, LIMITED,

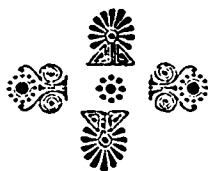
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 COLORS IN OIL.
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Agents: E. G. Anderson & Co, Victoria.

ESTABLISHED 1877.

CAPITAL, \$250,000

INCORPORATED JUNE 16TH, 1893.

JAS. McMILLAN & CO.,

[INCORPORATED.]

PROPRS. OF THE

MINNEAPOLIS SHEEPSKIN TANNERY.

DEALERS IN

FURS AND SKINS.

39 LANGLEY STREET, VICTORIA.

MAIN HOUSE: MINNEAPOLIS, MINN.

J. A. BROWNE, Manager.

Consignments Solicited. Write for Circulars.

WINTER CREAMERIES.

There is quite a difference of opinion among the trade here, says the *Montreal Trade Bulletin*, as to whether the introduction of winter creameries in Canada is going to increase our export butter trade with England, it being maintained that there is no export trade to be done between Canada and Great Britain in winter. In former times, a large business used to be prosecuted after the close of navigation; but it is claimed that the trade has so changed on the other side, that Canadian

butter is not required there now during the winter season. Be this as it may, it is very certain that butter shipped from Canada to England in the winter months has been a losing business for years past, both as regards creamery and dairy grades, which brings us to our old contention, namely, that if Canada is to regain her position in the English market, her shippers will have to follow the course adopted by the Danes in exporting the goods in a fresh condition and at stated intervals through the summer and fall months. It has been customary here to hold both June

creamery and dairy butter into the fall and sell it after it has lost its freshness. If our butter industry is to attain the pre-eminence now occupied by the cheese trade, a great deal more attention will have to be given to the matter of marketing the product at stated intervals, so that it goes into consumption in a perfectly fresh condition with its delicious flavor and aroma in its prime, instead of taking it out of a three, four or six months cold storage for shipment, when it is more or less stale and otherwise deteriorated. As long as prime Canadian creamery is put into cold storage in June and July, and held into the fall, it will never gain any prestige in the British market. If we do possess the proper facilities for exporting butter in the summer months, the sooner we have them the better. Of course, the continent has a considerable advantage over us, for the reason that shippers in Sweden, Denmark and Norway are so much nearer the English market, that they can lay down their goods in much quicker time than we can, and of course in a fresher state. Still, if Australia and New Zealand can ship their butter 16,000 miles, and across the tropics in the voyage, and place their goods on the English market in a comparatively fresh condition, surely there ought to be no difficulty in the way of Canadian butter reaching Liverpool, Glasgow, Bristol and London in a much fresher condition than the Antipodean product, considering that it has to go less than one-fourth the distance.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck	930	Russch	October 9	C Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship.	Sirene	1437	Snorm Ich	October 19	D Victoria	London	56,538	282,790	
Br ss	Grandholm	871	Mason	October 19	Victoria	Liverpool	31,707	153,335	January 13
Br bark.	Jessie Stowe	615	Blanche	October 14	New Westminster	London	30,000	137,112	
Br bark.	Ladstock	516	Williams	October 19	B New Westminster	Liverpool	33,773	178,865	March 20
Br bark.	Fornosa	915	Kain	November 18	Victoria	London	38,125	191,880	
Br bark.	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	183,965	
Br ship.	Candida	1222	Kece	December 22	Victoria	Liverpool	50,314	249,623	
Br bark.	Harold	1397	King	January 15	New Westminster	Liverpool	61,031	321,511	
Br bark.	Primeria	597	Gardner	December 17	Victoria	London	24,666	123,350	

A - Other cargo value \$1,316. B Spoken Nov. 8 in lat. 23 deg. N., long. 121 deg. W. C - Spoken Jan. 5 lat. 53 deg. S., long. 56 deg. W. D - Spoken March 20 lat. 19 N., long. 11 W.

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark...	Geo. Thompson	1125	Young	Jan. 13	Westminster	Sydney	806,938	7,811	March 21	owners ac
Br bark...	Mark Curry	1246	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,882	M. y 20	52s 6d
Nor bark.	Fritzo	1078	Rolfson	Jan. 10	Vancouver	Callao	879,260	8,041	March 3	36s 3d
Am bark.	Colorado	1038	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	882,657	7,077	April 27	37s 6d
Br bark.	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private
Chil. bark.	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktm.	Buttern	389	Stronach	Jan. 29	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger ship.	Katharine	1639	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br ship.	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship.	Hindustan	142	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,242	July 14	owners ac
Am bark.	Seminole	1149	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,966	April	Private
Am ship.	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,911	10,497	Aug. 25	Private
Br bark.	Assel	726	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	June 21	35s
Br ship.	Natuna	1106	Graham	April 29	Vancouver	Port Pirie	961,863	7,718	Sept. 22	42s 6d
Am bark.	Herry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark.	John Eua	2990	Schmutter	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark.	Blarhoyle	1201	Gray	June 1	Vancouver	Sydney	913,635	7,804	Aug. 16	31s 3d
Br bark.	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	663,040	5,296	Aug. 26	35s
Nor bark.	Sigurd	1330	Anse	May 21	Vancouver	Port Pirie	1,126,000	10,638	Aug. 31	40s
Chil. ship.	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark.	Wythop	1248	Edwards	May 26	Vancouver	Sydney	1,019,607	8,365	Aug. 15	31s 3d
Br ship.	Gry fe	1029	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark.	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,948	Oct. 4	55s
Br bark.	Doehra	966	McJerrrow	June 26	Vancouver	Adelaide	740,294	5,929	Sept. 16	38s 9d
Br ship.	Kukora	1739	Lawton	July 29	Vancouver	Callao	1,436,128	12,165	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,882	Oct. 14	39s
Am bark.	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,015,008	7,896	Aug.	Private
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,951	8,625	Sept.	55s
Am bark.	Sonoma	948	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 21	30s
Br ship.	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship.	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	921,551	10,300	Jan 20	52s 6d
Nor bark.	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288		36s 3d
Br bark.	Gainborough	885	McPhail	Sept. 7	Moodyville	Valparaiso f.o	792,153	5,521		33s 9d
Chil. bark.	India	953	Funke	Sept. 10	Moodyville	Valparaiso	799,237	7,000	arrived	owners ac
Chil. bark.	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,294	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	911,716	5,916	Nov. 28	37s 6d
Am bktm.	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private
Am bktm.	Hilo	612	LeBallister	Sept. 25	Westminster	Sydney	688,652	6,619	Nov. 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 14	Cowichan	Sydney	871,305	7,614	arrived	27s
Am bark.	Hesper	661	Underwood	Oct. 12	Vancouver	Adelaide	779,338	5,886		37s
Am schr.	Wm. Bowden	728	Ejrem	Oct. 18	Victoria	Adelaide	861,632	6,031	arrived	37s 6d
Br bark.	Elizabeth Graham	538	Anderson	Oct. 21	Moodyville	Melbourne	521,681	3,969		Private
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	511,228	4,157	Dec. 19	27s 6d
Am schr.	Aida	307	Anderson	Oct. 14	Moodyville	Shanghai	637,971	6,060	arrived	40s
Am bktm.	Robert Sudden	385	Ulberg	Oct. 25	Vancouver	Port Pirie	711,808	4,616	Jan 23	37s 6d
Am schr.	Salvator	444	Wells	Oct. 29	Westminster	Port Pirie	527,049	4,216	arrived	37s 6d
Am schr.	Louis	829	Hatch	Nov. 8	Vancouver	Iquiqui	863,415	8,604	Jan. 21	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,892	10,800	Jan 21	28s
Nor ship.	Germanic	1269	Sunde	Dec. 29	Vancouver	Cork, U.K. f.o.	910,483	9,973		60s
Am schr.	Reporter	333	MacKie	Nov. 21	Vancouver	Nagaaski	364,294	10,000	Feb. 12	Private
Am bark.	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private
Am ship.	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U.K. f.o.	1,021,621	13,135		55s
Am bark.	Colorado	1369	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656		37s 6d
Am bark.	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911		35s
Am schr.	W. H. Talbot	776	Blum	Dec. 28	Vancouver	Cape Colony	801,183	6,031		75s

A - Also 100 spars.

B. C. LUMBER FLEET, 1894.

Am ship.	Eclipse	1336	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720		60s
Nor ship.	Beaconsfield	1450	Bastiansen	Feb. 5	Vancouver	Cork, U.K. f.o.	1,055,411	13,491		Private
Am schr.	Pioneer	307	Hughes	Feb. 28	Victoria	Santa Rosalia, A.	57,711	161		Private
Am schr.	Aida	307	Anderson	March	Moodyville	Shanghai				40s
Chil. bark.	India	953	Funke		Moodyville	Valparaiso				owners ac
Br bark.	Thermopylae	918	Winchester		New Westminster	Shanghai				37s 6d
Chil. ship.	Hindustan	1542	Welsh		Moodyville	Valparaiso				owners ac
Br ship.	Astoria	1335	Dagwell		Vancouver	Cork, U.K. f.o.				63s 9d
Ger bark.	Gutenberg	627	Zephen		Moodyville	Valparaiso f.o.				42s 6d
Am bktm.	Modoc	452	Bosch		Victoria	Santa Rosalia				Private

A - Also 68,943 lineal feet of props valued at \$1,020.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TSS.	MASTER.	BAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Benmore	1160	Scott	Dec. 22	Liverpool	Victoria & Van	R. P. Rithet & Co. and B.C. Iron Works	109
Br ship	Borrowdale	1197	Bolderston	Dec. 22	L. Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	109
Br ship	Balchulish	1896	Gowdev	March 19	Java	Vancouver	B. C. Sugar Refinery Co.	22
Br bark	Northernhay	1221	Miller	Dec 5	C Cardiff	Esquimalt	Naval Storekeeper	125
Br ship	Astracana	1572	Jones	Dec 21	I London	Vancouver	Evans, Coleman & Evans	110
Br ship	Eaton Hall	1779	Lowrison	April 2	K London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	8
Br ship	Li-more	1598	Ferguson	March 17	J London	Victoria & Van	Turner, Beeton & Co	24
Chil. ship	Atacama	1235	Caballero	Jan. 13	F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd	87
Br ss	Empress of Japan	2013	Lee	March 21	M Hong Kong	Victoria & Van	C. P. S. S. Co	19
Br ss	Mogul	1827	Johnson	March 20	D Hong Kong	Victoria	Dodwell, Carlill & Co	20
Br ship	Clan Robertson	1625	Jane		Hiogo	Royal Road		
Br ship	Arawa	3268	Stewart	March 17	E Sydney	Victoria & Van	C. A. S. S. Co	24
Br ship	City of Glasgow	1168	Tannock	March 5	A Cardiff	Esquimalt	Naval Storekeeper	36
Br schr	Grace Harwar	1750	Hunt		B Yokohama	Vancouver	Hastings Mill	
Br bark	Nantippe	909	Falconer		B Honolulu	Vancouver	Hastings Mill	
Br bark	Corola	1325			B Yokohama	Royal Roads	for orders	
Br ss	Empress of China	3043	Archibald		G Hong Kong	Victoria & Van	C. P. S. S. Co	
Br ss	Victoria	1992	Panton	April 10	H Hong Kong	Victoria	Dodwell, Carlill & Co	
Am bktn.	Katie Flickinger	449	Meltac		N San Francisco			

1 Spoken Sept. 13 lat. 13° N., long. 26° W. C—Dec. 11 put into Fatmouth with loss of some sails; Dec. 30, sailed again. Spoken Jan. 22 lat. 3 deg. N., long. 26 deg. W. I—Dec. 23, passed Deal. Spoken Jan. 18 lat 3° N., long. 28° W. To load grain at Tacoma. K—Jan. and Feb. loading L. Dec. 26 arrived at Holyhead. Jan. 3rd sailed. Spoken Feb. 9 lat. 4° S., long. 30° W. F—Jan. 15 returned to Valparaiso with spars damaged. To load a return cargo of lumber. M—Via Yokohama March 30. D—Via Yokohama March 31. E—Via Suva and Honolulu. B—Under charter to load lumber for U. K., private terms. G—To sail April 11. Via Yokohama April 20. J—Passed Deal March 18; Dungeness March 21; Prawle Point March 22. H—Via Yokohama April 21. A—Spoken March 20 lat. 19° N., long. 9° W. N—Chartered to load cargo of lumber for Santa Rosalia.

VESSELS IN PORT.

(April 9, 1894.)
VICTORIA.

Am. bark Wrestler, 447 tons, went ashore during a gale.

Br ship Astoria, 1335 tons, Capt. Dagwell, arrived March 29, from Liverpool, with general cargo. Turner, Beeton & Co., consignees. Chartered to load lumber at Hastings Mills.

Br bark Archer, 765 tons, derelict.

Br. ship Easteroft, 1,312 tons, Capt. Nimmer, arrived April 8, from Honolulu for orders.

COWICHAN.

Am. bktn. Madoc, 452 tons, Capt. Bosch, loading mining props at Mill Bay, for Santa Rosalia. Robt. Ward & Co., Ltd., consignees.

VANCOUVER.

Chil. bark India, 953 tons, Capt. Funke, arrived March 14, loading lumber at Moodyville for Valparaiso.

Chil. ship Hindostan, 1,512 tons, Capt. Welsh, arrived March 30 from Valparaiso. To load a return cargo of lumber at Moodyville on owners' account.

Ger. bark Gutenberg, 627 tons, Capt. Zeplien, arrived Feb. 28, from Glasgow, loading lumber at Moodyville for Valparaiso, f.o.a. 42s 6d.

NEW WESTMINSTER.

Br. bark Thermopylae, 918 tons, Capt. Winchester, from Hong Kong with paddy, Victoria Rice Mills, consignees. Chartered to load lumber at New Westminster, for Shanghai.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. bark Wilna, 1409 tons, Capt. Slater; Am. bark Highland Light, 1265 tons, Capt. Hughes.

Am. bark McNeil, 1,088 tons, Capt. Jorgenson.

WELLINGTON SHIPPING.

Am. ship Raphael, 1,465 tons, Capt. Olsen.

Am. ship Yosemite, 1,104 tons, Capt. Fullerton.

Am. bark McNear, 1245 tons, Capt. Swan.

UNION SHIPPING.

Am. ship America, 1,952 tons, Capt. Harding.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	3,859
Vancouver	3	3,122
Westminster	1	918
Nanaimo	8	10,513
Cowichan	1	452
Total	17	18,924
Previous week	24	28,483
Correspond'g week last year. 20		29,204
" 1892	14	14,688

FREIGHTS.

Freights are steady at about previous rates, and a comparatively large business has been done in chartering especially for lumber. Wheat freights are nominally 7s 6d from San Francisco, with nothing doing, but several charters are reported from the Columbia River to Cork f.o. at 32s 6d.

Lumber freights from B. C. or Puget

Sound are quoted as follows:—Valparaiso for orders, 42s 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie; 37s 6d; United Kingdom, calling at Cork for orders, 63s 9d; Shanghai, 36s; Tientsin 55s, nominal, South Africa 60s.

Coal freights from Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

INCORPORATIONS.

The Canadian North-west Mining Company, of Helena, Montana; capital stock, \$2,000,000.

The Progress Printing and Publishing Co., Ltd., Chilliwack; capital stock, \$2,500. Directors: G. R. Ashwell, S. Mellard and W. M. Wood. The company propose doing a general stationery business in connection with the publishing department.

J. & E. Lyons, general merchants, North Bend, are erecting a large new store and dwelling house.

Capt. E. E. McLellan will shortly enter the employ of the Scottish Oriental S. S. Co. (for five years), taking charge of a steamer coasting from Hong Kong.

The Alaska Packing Association, which has purchased the Wadhams and Drysdale canneries at Point Roberts, has filed articles of incorporation, and appointed C. W. Dorr, of Blaine, agent for the State of Washington, with headquarters at Blaine. Wadhams and Drysdale become members of the association, and will continue to manage the Point Roberts canneries.

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

Leading Trade and Commercial Paper West of Toronto.

~~~~~

As an Advertising Medium  
To Reach the B. C. Trade  
It Cannot be Surpassed.

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THE COMMERCIAL JOURNAL

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## HATS, CAPS

AND

STRAW GOODS.

1894.

MEN'S

### Furnishings.

**BRITISH COLUMBIA SPRING TRADE, 1894**

*Newest Styles Selected for Spring Trade.*

AGENTS FOR WOODROW'S HATS.

WAREHOUSE:

517, 519, 521, 523 AND 525 ST. PAUL STREET,

## MONTREAL.



*The Largest Factory of its Kind in the Dominion.*

## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Supervision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies and Preserves

—PREPARED BY—

### Michel Lefebvre & Co MONTREAL.

*Established 1849. Gold, Silver and Bronze Medals. 20 1st Prizes.*

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In all sizes and qualities and for every purpose. Jute or Cotton. Plain or Striped.

BAGS FOR ORES,

(Overhead dry or double cotton sewn) a special feature of our trade.

## CANADA JUTE COMPANY, LIMITED

17, 19 & 21 ST. MARTIN ST., MONTREAL.

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Agent and Commission Merchant. Customs, Insurance and Shipping Agent. Storage, Bonded and Free. Forwarder, etc. Vancouver B. C.

### J. & T. STEPHENS,

Manufacturers of

## Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

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World's Columbian Exhibition, Chicago, 1893.

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Hungarian Flour } Awarded  
St'ng Bakers " } Medals  
Hard Wheat } and  
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Special attention given to British Columbia trade.

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AGENTS FOR CANADA FOR

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Cement, Waste, Steel and Iron, Files, Etc.

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Agent for Bolling & Lowe, London, Eng

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PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc JOHN WHITTY, Prop



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THE : LARGEST : FACTORY : OF : ITS : KIND : IN : THE : PROVINCE.

Preservers of all kinds of Canned Fruits, Jams, Jellies  
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NEW SEASON'S SEVILLE ORANGE MARMALADE NOW READY.

ALL THESE GOODS TO BE HAD FROM THE FOLLOWING MERCHANTS :

VICTORIA—Hudson's Bay Co., Wilson Bros, S. Leiser, R. P. Rithet & Co., Thos. Earle, Messrs. Todd & Son.

VANCOUVER—Major & Eldridge.

# OGILVIE'S HUNGARIAN FLOUR

*Still Leading All Competition and Better Than Ever.*

Made by a New Method and Suits Everybody.

SEE THAT YOU GET OGILVIE'S FLOUR.

EACH BAG GUARANTEED. SEWN WITH OUR SPECIAL TWINE—RED, WHITE AND BLUE. TAKE NO OTHER

**OGILVIE MILLING CO., WINNIPEG.**

G. M. LEISHMAN, Victoria, Agent for British Columbia.

# HUDSON'S BAY CO'Y,

VICTORIA, - - - - B. C.

IMPORTERS :

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CIGARS,  
CIGARETTES.

CANNED GOODS,  
ENGLISH GROCERIES,  
CANADIAN GROCERIES,  
AMERICAN GROCERIES,

STAPLE DRY GOODS  
BLANKETS,  
FIRE ARMS,  
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AGENTS FOR:

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